



Jackson Corridor Master Plans Transportation Workshop

Department of Transportation

July 28, 2015

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Overview

- The Joint Traffic Study
- The Mitigation Strategy
- The Dynamic Implementation Tool
- Rural Roadways
- Jackson Corridor Transit Network and Service
- Jackson Corridor Trail Network

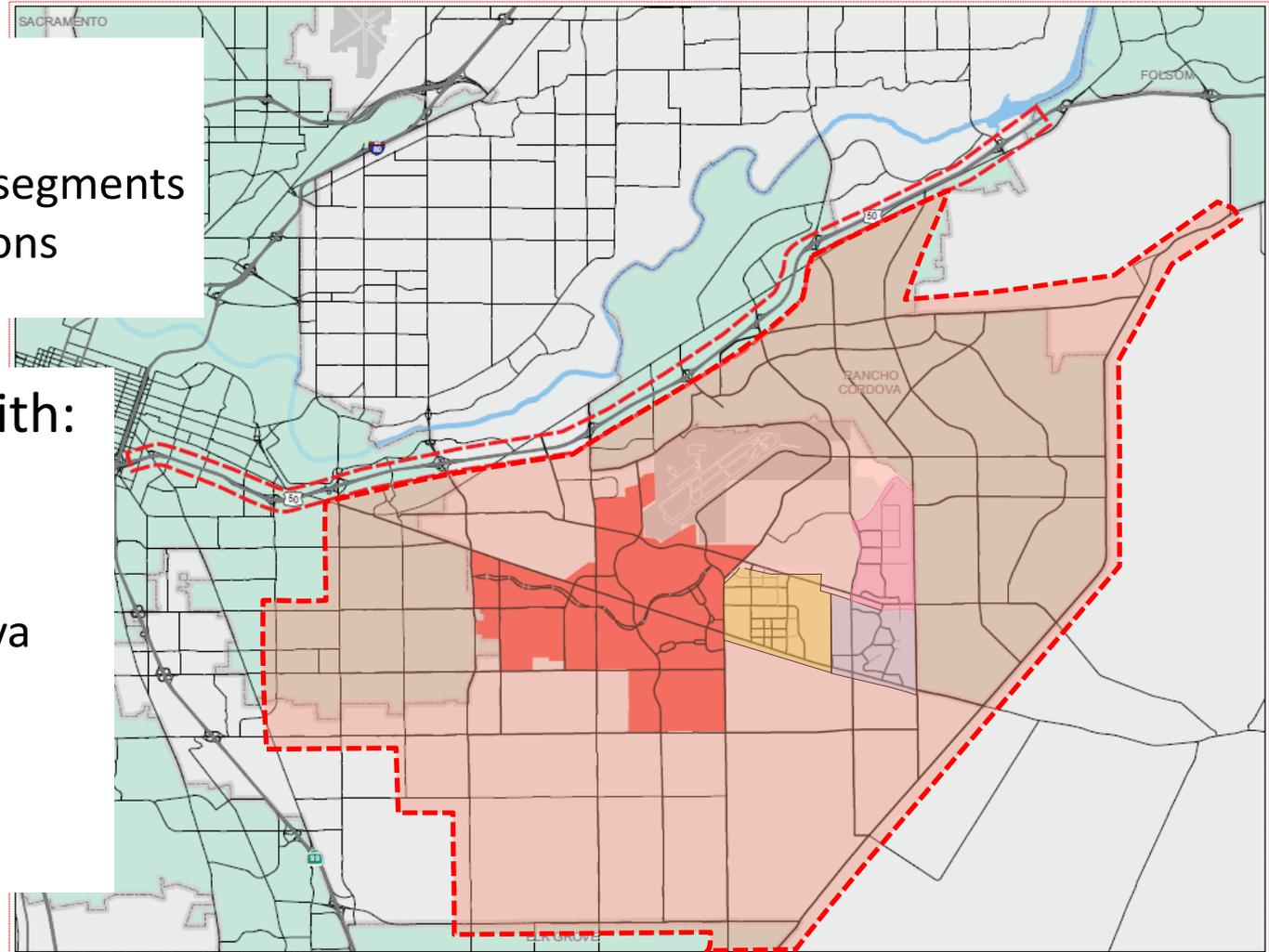
The Joint Traffic Study

- The Study Area

- 261 Roadway segments
- 164 Intersections

- Coordination with:

- Sacramento
- Folsom
- Rancho Cordova
- Elk Grove
- Caltrans
- Connector JPA

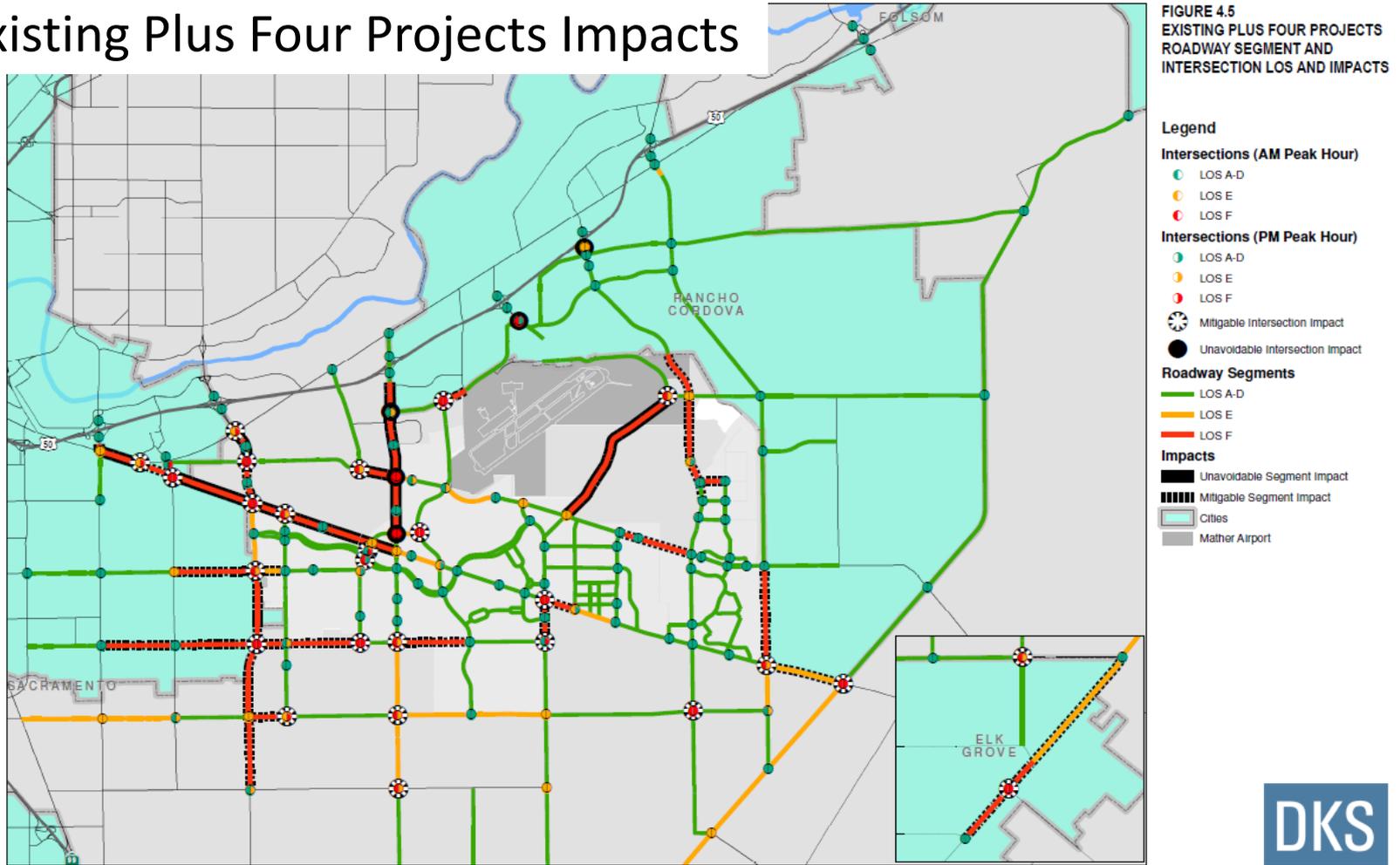


The Joint Traffic Study

- Evaluated individual project transportation impacts
- Evaluated the combined project's transportation impacts
- Determined fair share components for each project
- Preliminary total cost for transportation improvements is approximately \$700 million

The Joint Traffic Study

Existing Plus Four Projects Impacts

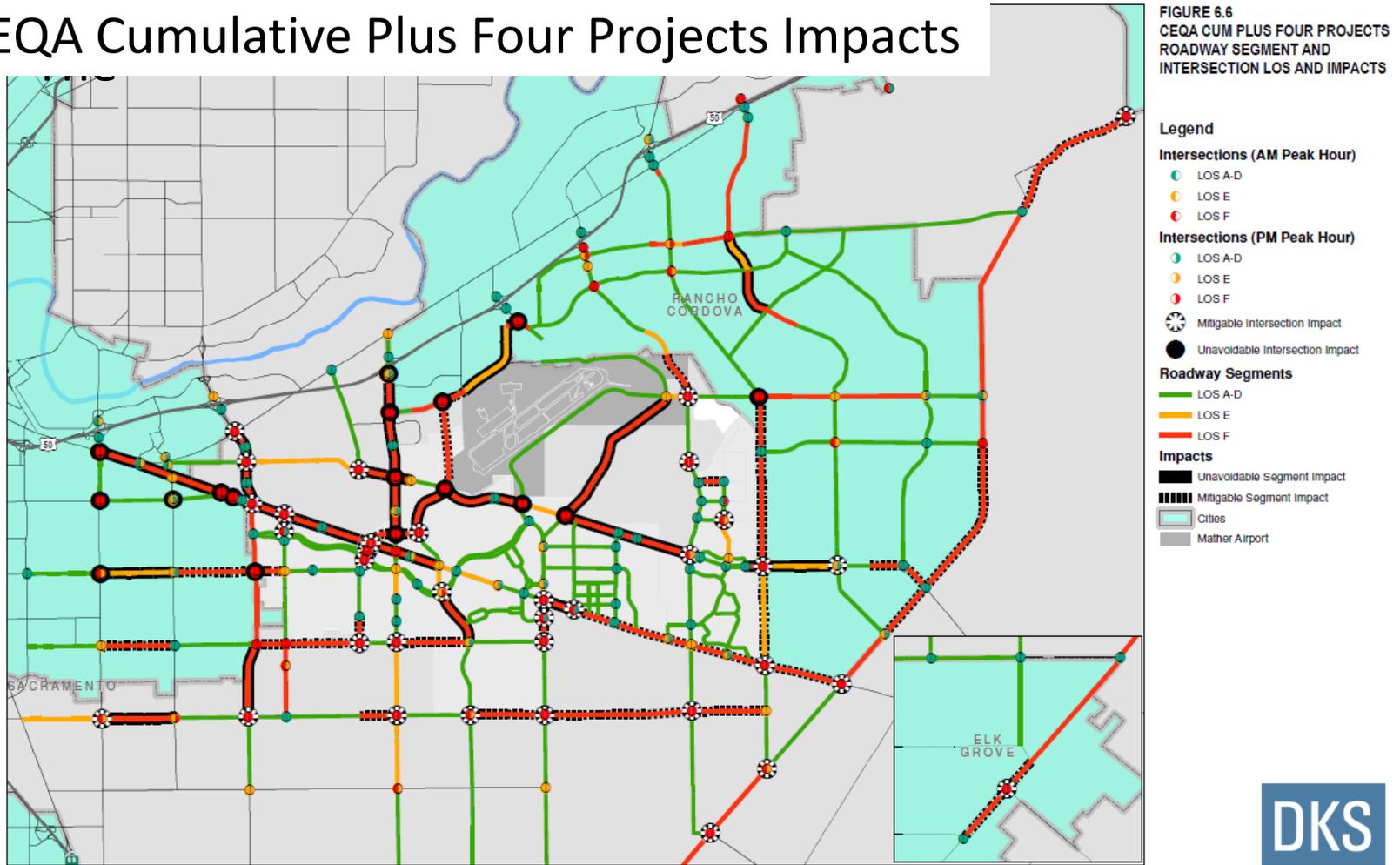


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The Joint Traffic Study

CEQA Cumulative Plus Four Projects Impacts



The Jackson Corridor Mitigation Strategy

- Traditional practice: *“You break it, you fix it”*
 - General Plan Level of Service (LOS) policy
 - Each individual project treated independently
 - A single vehicle can result in funding or not funding a major improvement
 - No cost for using up existing roadway capacity
 - Unfair appropriation of funding obligation between multiple projects
- Proposed practice: *“We break it, we fix it”*
 - Total transportation improvements needed to support proposed projects
 - Each individual project responsible for funding their fair share based on their portion of the traffic
 - Treats each project fairly

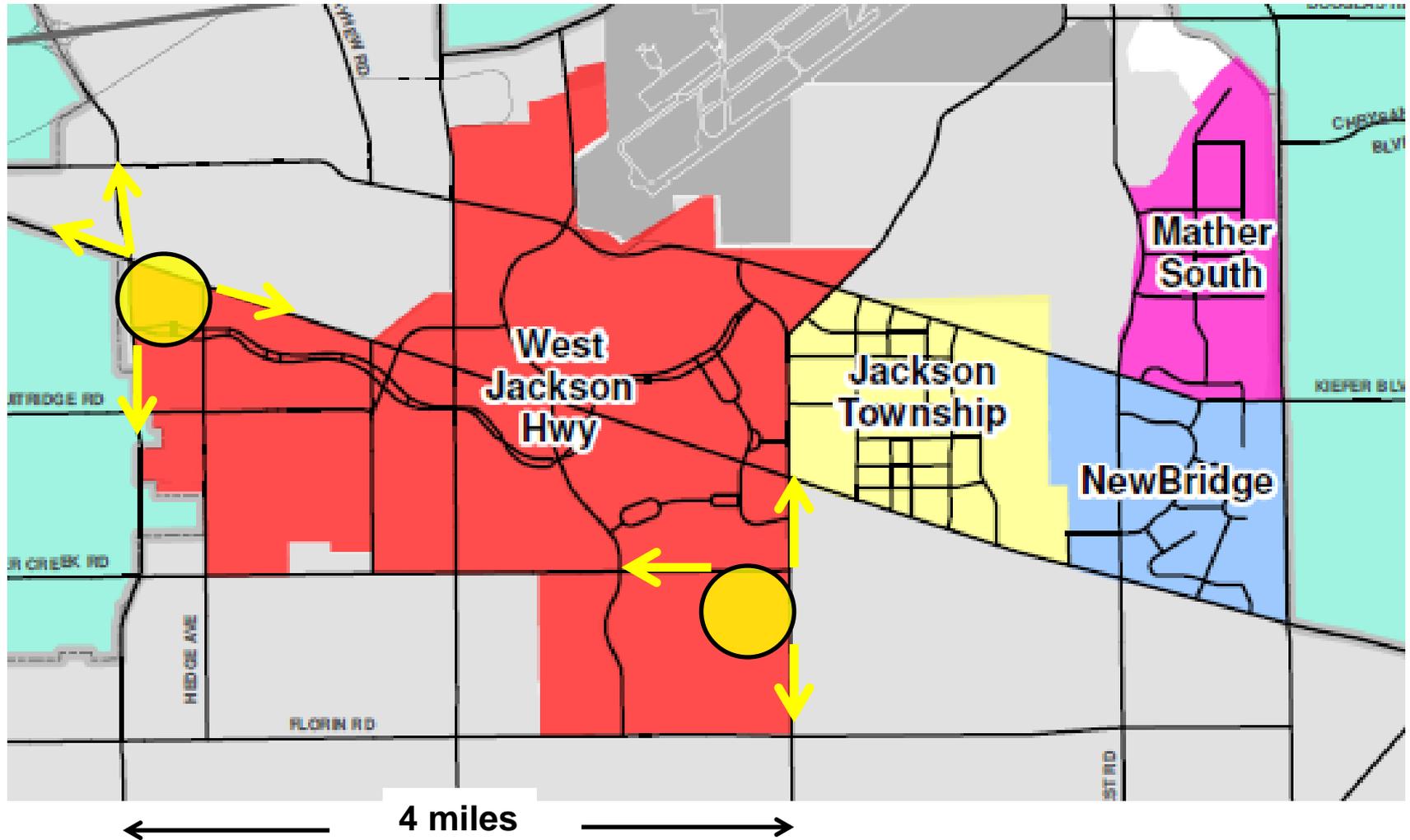
The Jackson Corridor Mitigation Strategy

- Improvement costs may be offset by other funding sources and programs:
 - SCTDF
 - Measure A Sales Tax
 - State & Federal funding programs
 - Cordova Hills SPA
 - North Vineyard SPA
 - Florin Vineyard Gap SPA
 - Cross Jurisdictional Impact fees
- Anticipates the sequencing of multiple projects approved over time

The Dynamic Implementation Tool

- Goal: Roadway improvements implemented in a timely manner to support the growth in land uses
- Traditional practice: *Roadway improvements triggered on the number of residential dwelling units*
 - Sequence of implementation pre-determined
 - No flexibility to restructure
 - May not be responsive to where actual growth occurs

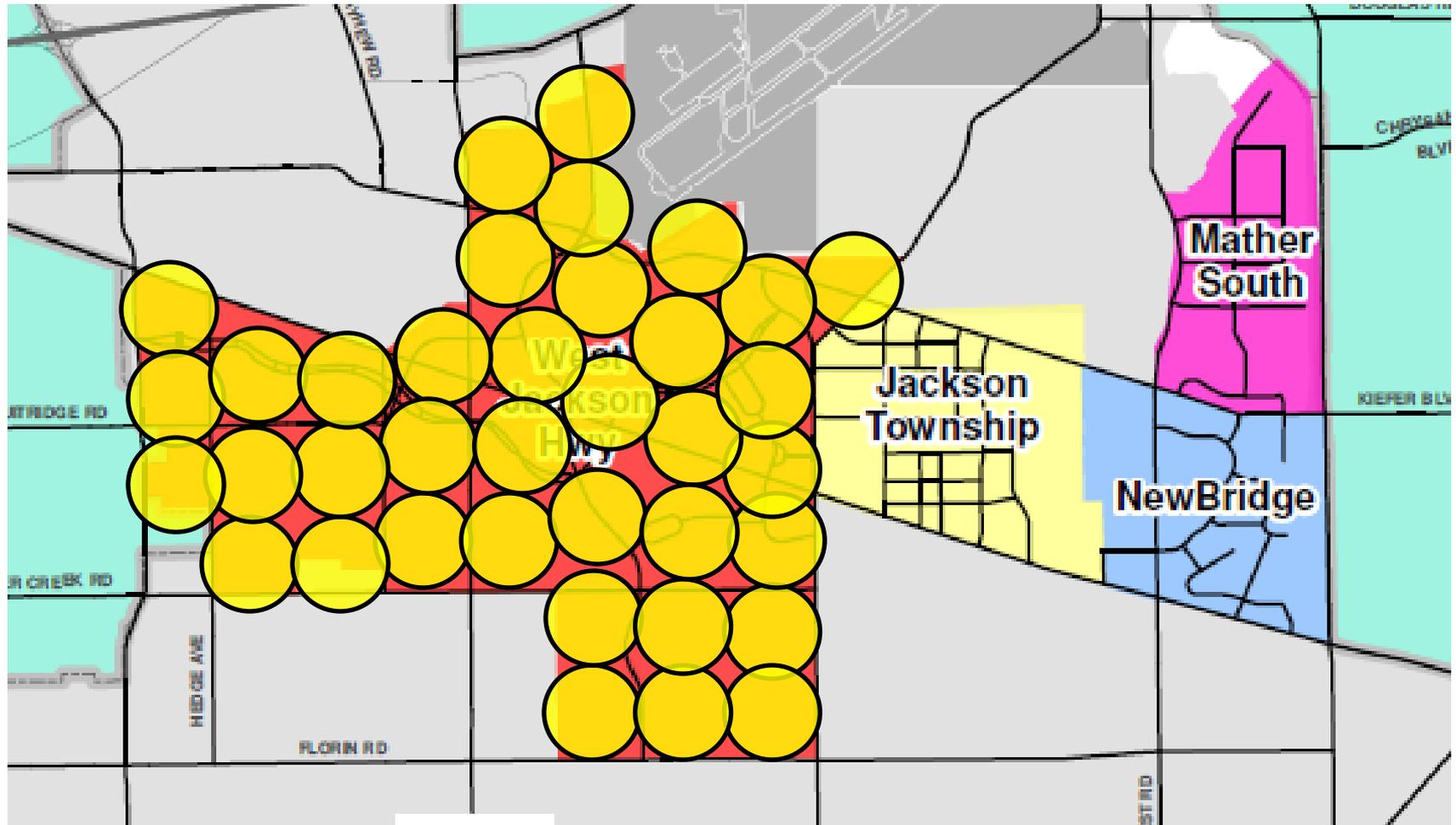
The Dynamic Implementation Tool



The Dynamic Implementation Tool

- Proposed practice: *Roadway improvements triggered based on a Dynamic Implementation Tool*
 - Sequence of implementation based on actual development
 - Very responsive to changing conditions
 - Efficient use of transportation funding
 - Allows for better management of transportation funds
 - Can anticipate the future needs for improvements
 - Tool can be updated to reflect changing conditions

The Dynamic Implementation Tool



Rural Roadways

- The existing roadway network in the eastern portion of the County consists of rural roadways with narrow travel lanes and no shoulders



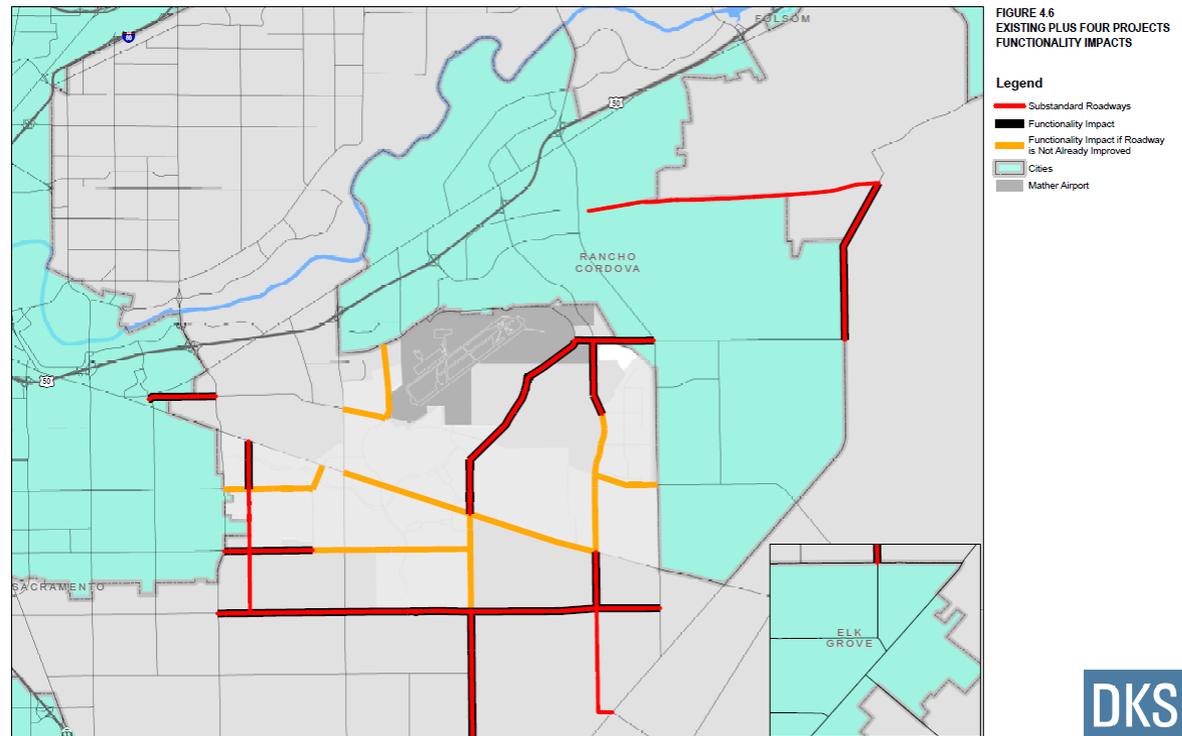
Image Courtesy of Google Maps

Rural Roadways

- The proposed urban development changes the functionality of these rural roadways and introduces:
 - Increases in traffic volumes and speeds
 - Introduction of transit, pedestrians, and bicyclists
 - Increased conflicts between these varying travel modes
 - Greater roadway maintenance needs
 - Challenges for local residents

Rural Roadways

- Fourteen different rural roadways affected
 - Douglas Rd
 - Eagles Nest Rd
 - Elder Creek Rd
 - Excelsior Rd
 - Florin Rd
 - Fruitridge Rd
 - Grant Line Rd
 - Happy Ln
 - Hedge Ave
 - Jackson Rd
 - Kiefer Blvd
 - Mather Blvd
 - Mayhew Rd
 - White Rock Rd



Rural Roadways

- Traditional practice: *Widen roadway when traffic exceeds 2-lane roadway capacity of 18,000 ADT*
- Proposed practice: *Establish a 6,000 ADT threshold for improvement to County Standard 12-foot traffic lanes with 6-foot paved shoulders*
 - Threshold based on studies conducted by staff on Sacramento County rural roadways and by national transportation associations
 - Improvements would be phased to be widened in the future to minimize throw away costs
 - Staff would monitor use of widened rural roadways to minimize secondary impacts to local residents

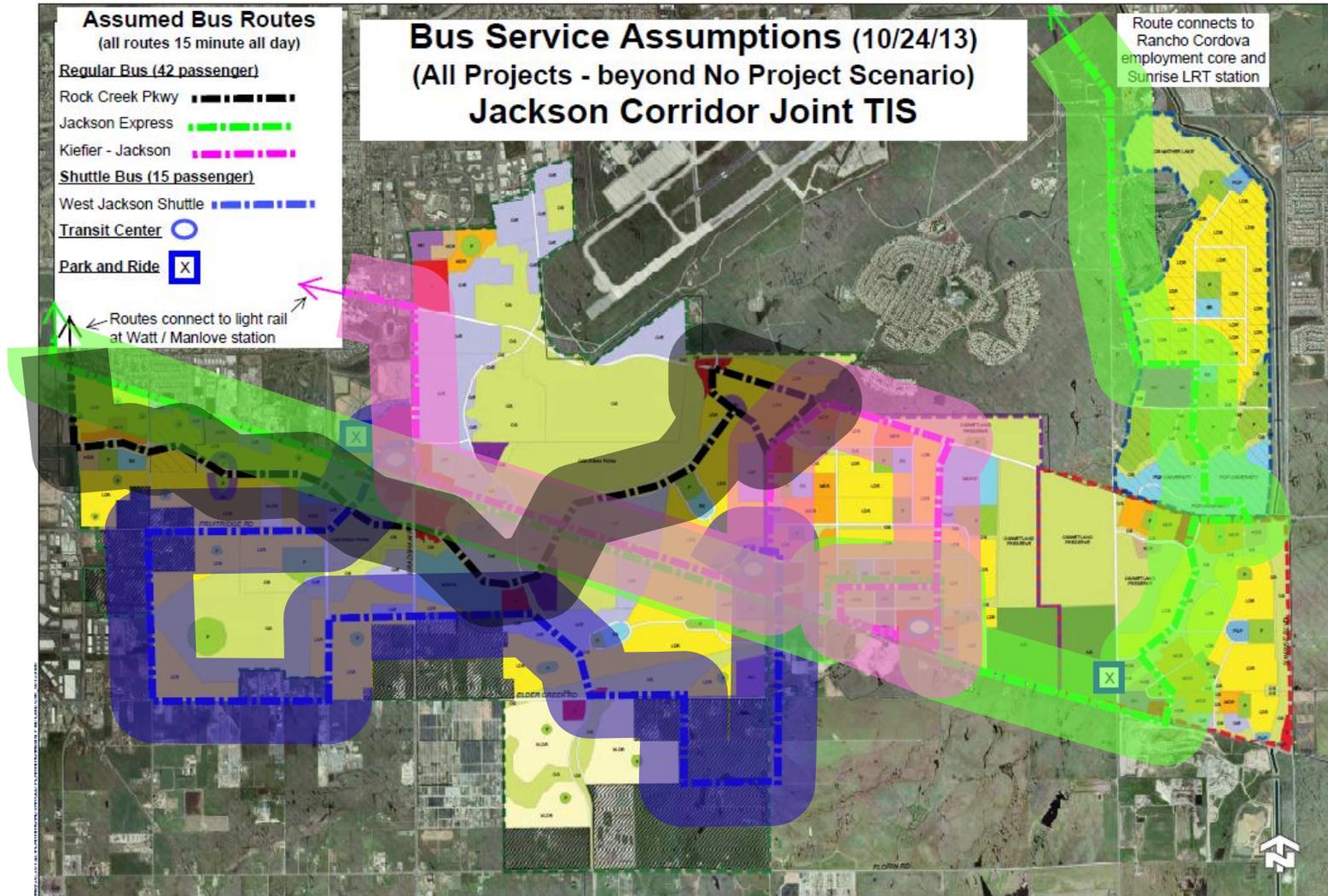
Jackson Corridor Transit Network & Service

- General Plan policies for new development provide guidance to integrate land use and transportation to encourage alternative modes of travel
- Existing transit service in the Jackson Corridor is very limited
- The Regional Transit's Transit Action Plan proposes three future Hi-Bus lines (contingent on additional funding):
 - Jackson Road (west of Excelsior Rd)
 - South Watt Avenue
 - Florin Road (west of Bradshaw Rd)
- Even if implemented, would not meet the General Plan policy

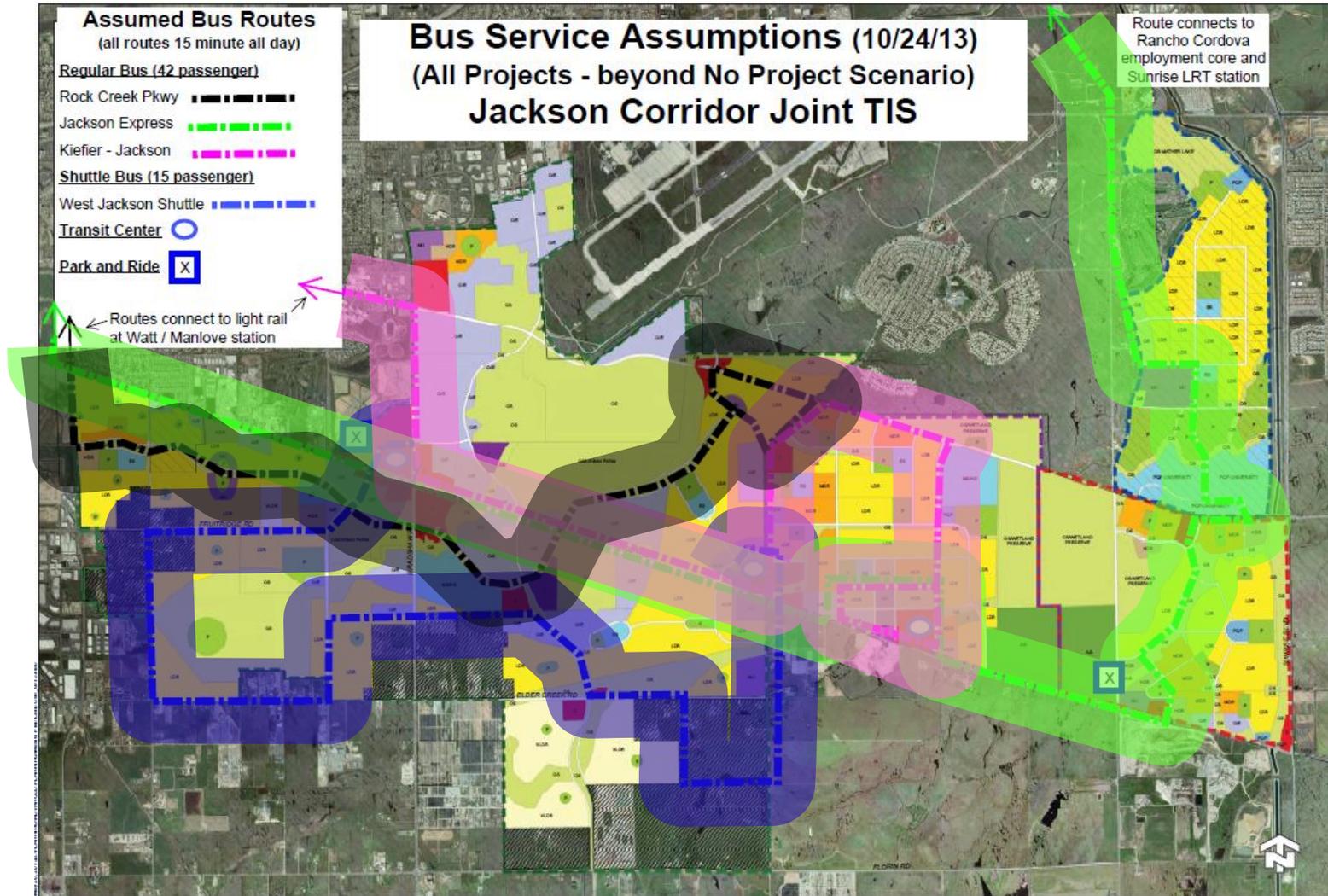
Jackson Corridor Transit Network & Service

- An iterative process to develop a transit network and service to connect the proposed land uses and provide connections to the Light Rail Transit (LRT) network
- Participants included:
 - County staff
 - Regional Transit
 - Jackson Corridor project applicants
 - DKS Associates
- Separate transit networks developed to support each stand-alone project that when combined serve cohesively together
- Service standard goal of 15-minute headways

Jackson Corridor Transit Network & Service



Jackson Corridor Transit Network & Service



Jackson Corridor Transit Network & Service

- Transit Performance - 2035 MTP plus four projects
 - Rock Creek Parkway – 3,000 (daily boardings)
 - Jackson Express – 11,531
 - Kiefer Jackson – 4,991
 - West Jackson shuttle – 1,489
 - 21,400
- RT's Route 51 bus line – 4,800
- RT's LRT Gold Line – 21,800
- Work trip mode split – 4.1 %

Jackson Corridor Transit Network & Service

- Cost to provide the transit service - 2035 MTP plus four projects
 - Capital costs \$1,100,000 (per year)
 - Operational/Maintenance costs \$8,500,000
 - \$9,600,000
 - Costs per dwelling unit (28,421) \$338 (per year)
- Costs could be reduced by:
 - Spreading cost to employment and commercial uses
 - Charging a fee to ride
 - Additional revenue from RT revenue sources and programs

Jackson Corridor Transit Network & Service

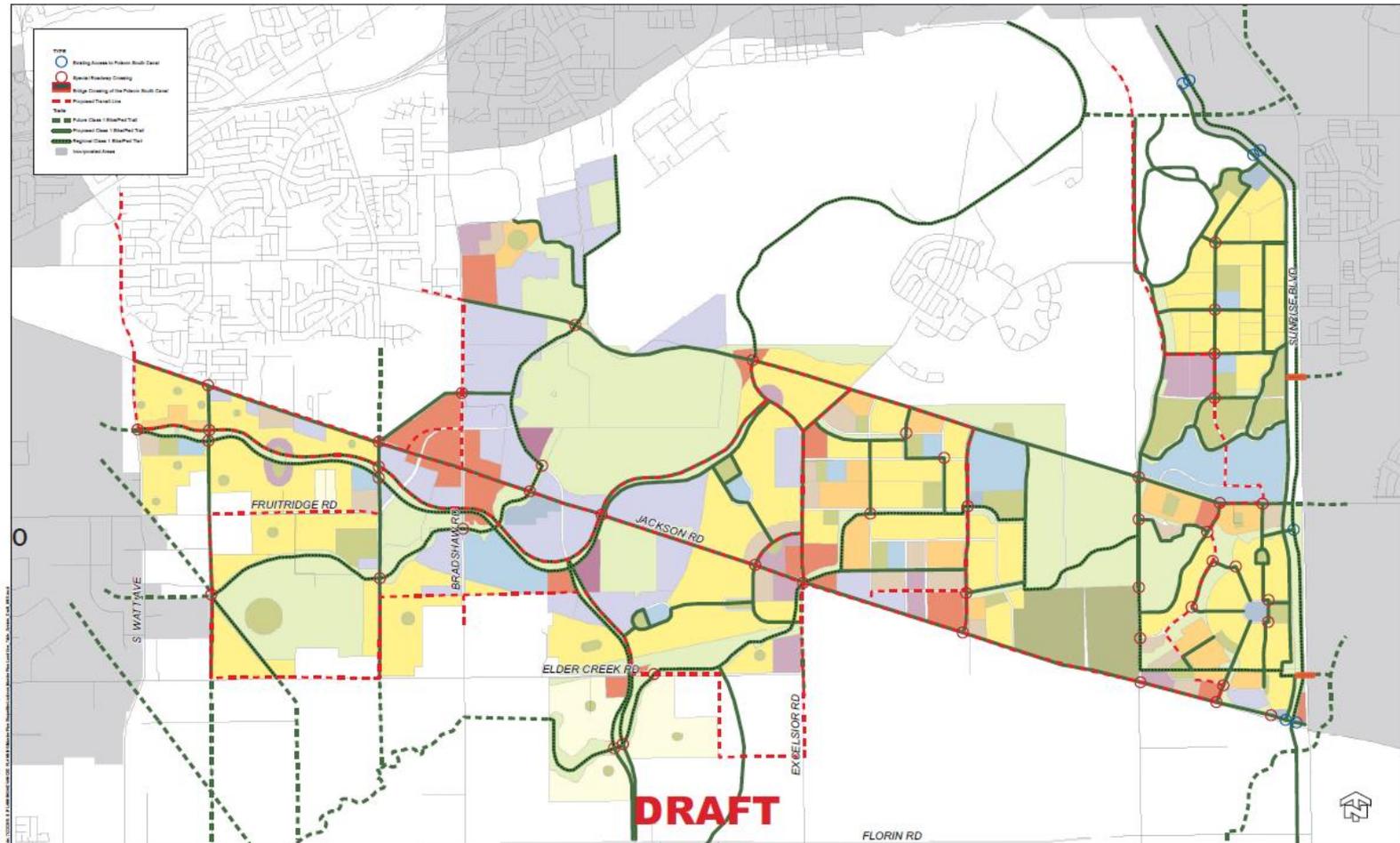
- Transit performance and costs for various headways:

<u>Headways</u>	<u>Boardings</u>	<u>Yearly Costs</u>	<u>Reduction in Boardings</u>
15-minute	21,400	\$9,600,000	
30-minute	14,500	\$4,800,000	32%
60-minute	10,500	\$2,500,000	51%

Jackson Corridor Trail Network

- A community that includes a network of off-roadway trails for walking and bicycling encourages travel by an alternative mode and provides for health-oriented forms of travel and recreation
- County staff and the applicants developed an integrated trail network to link future residential communities with:
 - Schools
 - Parks
 - Transit centers
 - Employment and Commercial areas
- Connectivity to existing and future regional trails

Jackson Corridor Trail Network



JACKSON CORRIDOR TRAILS MASTER PLAN
JULY 2015

Jackson Corridor Trail Network

- Hierarchy of trail cross sections:

Regional Trail	Conventional Trail	Local Trail
Connectivity between projects and to other Regional trails	Feeder trail network to Regional trails and primary destinations within each project	Finer trail network connecting various land uses within each project
40-foot wide corridor	30-foot wide corridor	24-foot wide corridor
12-foot paved trail	10-foot paved trail	8-foot paved trail
2-foot DG shoulders	2-foot DG shoulders	2-foot DG shoulder (one side only)

Jackson Corridor Trail Network

- Enhanced crossings of major roadways
- Two bridge crossings of the Folsom South Canal
- Inclusion of Regional Trails and major enhanced crossings and bridges in the finance plan
 - Spread costs for regional trails and facilities to all users
 - Allows for implementation for entire trail segments without gaps
 - Allows for implementation when needed by the community

Next Steps

- Completion of project specific draft environmental documents
- Future Workshop #3 – Infrastructure (Water Supply, Drainage, Sewer) and Public Facilities Financing Plans, Fiscal Impact Analyses